

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
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Jacksonville, FL 32202
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October 21, 2021

The Honorable Samuel Newby, President
The Honorable Rory Diamond, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2021-686/Application No. L-5600-21C

Dear Honorable Council President Newby, Honorable Council Member and LUZ Chairman Diamond and Honorable Members of the City Council:

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2021-686 on October 21, 2021.

P&DD Recommendation **APPROVE**

PC Issues: **None**

PC Vote: **5-0 APPROVE**

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

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

Sincerely,

Kristen D. Reed

Kristen D. Reed, AICP
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City of Jacksonville - Planning and Development Department
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment –October 15, 2021

Ordinance/Application No.: 2021-686 / L-5600-21C

Property Location: 3428 and 3460 Beach Boulevard

Real Estate Number(s): 125237-0000 and 125539-0000

Property Acreage: 9.48 acres

Planning District: District 3, Southeast

City Council District: District 5

Applicant: William Michaelis, Esquire

Current Land Use: Community/General Commercial (CGC)

Proposed Land Use: Community/General Commercial (CGC) with site specific Future Land Use Element (FLUE) Policy 4.4.24

Current Zoning: Commercial/Community General - 1 (CCG-1)

Proposed Zoning: Planned Unit Development (PUD)

Development Boundary: Urban Area

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To allow the development of the property with the following site-specific policies: remove (I) the requirement that residential uses shall not be the sole use and shall not exceed 80 percent of a development, and (II) the requirement that residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the functional highway classification map.

BACKGROUND

The 9.48 acre subject site is located along the south side of Beach Boulevard (US-90/SR-212), a major arterial road, between Schumacher Avenue and Lamee Avenue, both unclassified roads.

The subject site is an existing shopping center, which is located within a commercial corridor along Beach Boulevard. The applicant is proposing a Future Land Use Map (FLUM) amendment from Community/General Commercial (CGC) to Community/General Commercial (CGC) with site specific FLUE Policy 4.4.24 (detailed below and included as Exhibit 3, dated July 16, 2021, to the Ordinance) to allow for use of the site as a single-use multi-family residential development. The applicant is also proposing a companion rezoning from Commercial/Community General - 1 (CCG-1) to Planned Unit Development (PUD) which is pending concurrently with this amendment, pursuant to Ordinance 2021-687.

Proposed site specific FLUE Policy 4.4.24

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2021-686 for a Small-Scale Amendment is approved subject to the following site specific conditions:

To implement Policy 1.1.25 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small scale land use map amendment:

- Development shall be exempt from the Community/General Commercial Urban Area Development Characteristic prohibiting ground floor residential uses abutting the roadways classified as arterials or higher on the Functional Highway Classification Map.
- Single use residential development shall be permitted on 100% of the site.

The site is located on the Beach Boulevard commercial corridor which provides a mix of commercial uses, supportive of a multi-family development. The site is located in close proximity to public transportation and connects to full urban services.

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

North: Land Use: CGC, MDR, LDR, RPI
Zoning: CCG-2, RMD-D, CRO, RMD-B, RLD-60
Property Use: Office, Single family, Multi-family

South: Land Use: MDR, LDR
Zoning: PUD, RMD-D, RMD-A, RLD-60
Property Use: Single family, Multi-family, Church

East: Land Use: CGC, RPI, LDR
Zoning: CCG-1, CCG-2, PUD, RLD-60
Property Use: Commercial, Office, School, Single family

West: Land Use: CGC, MDR, LDR
Zoning: CCG-1, RMD-D, RLD-60
Property Use: Commercial, Single family, Multi-family

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.

Impact Assessment Baseline Review

Development Analysis		
Development Boundary	Urban Area	
Roadway Frontage Classification / State Road	Beach Boulevard (US-90/SR-212)- minor arterial and Schumacher Avenue and Atherton Street- unclassified	
Plans and/or Studies	Southeast Vision Plan	
Site Utilization	Current: Shopping Center	Proposed: Multi-family
Land Use / Zoning	Current: CGC / PUD	Proposed: CGC with Site Specific Policy 4.4.24 / PUD
Development Standards for Impact Assessment	Current: non-residential- 0.35 FAR residential: 30 DU/Acre	Proposed: non-residential- 0.35 FAR residential: 30 DU/Acre
Development Potential	Current: Scenario 1: 144,532 Sq. Ft. Scenario 2: 28,906 Sq. Ft. and 227 MF DUs	Proposed: Scenario 1: 144,532 Sq. Ft. Scenario 2: 284 MF DUs
Net Increase/Decrease in Maximum Density	<u>Scenario 1:</u> Not applicable <u>Scenario 2:</u> Increase of 57 DUs	
Net Increase/Decrease in Potential Floor Area	<u>Scenario 1:</u> No net increase or decrease <u>Scenario 2:</u> Decrease of 28,906 Sq. Ft.	
Population Potential	Current: <u>Scenario 1:</u> Not applicable <u>Scenario 2:</u> 533 people	Proposed: <u>Scenario 1:</u> Not applicable <u>Scenario 2:</u> 667 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	

Development Analysis	
Airport Environment Zone	500 ft. Height Restriction Zone
Industrial Preservation Area	No
Cultural Resources	No
Archaeological Sensitivity	High and Low
Historic District	No
Coastal High Hazard/Adaptation Action Area	No
Groundwater Aquifer Recharge Area	Discharge
Wellhead Protection Zone	No
Boat Facility Siting Zone	No
Brownfield	No
Public Facilities	
Potential Roadway Impact	Scenario 1: No net new daily trips Scenario 2: No net new daily trips
Potential Public School Impact	70 New Students
Water Provider	JEA
Potential Water Impact	Scenario 1: no change in demand Scenario 2: Increase of 11,950 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: no change in demand Scenario 2: Increase of 8,962 gallons per day
Potential Solid Waste Impact	Scenario 1: no change in demand Scenario 2: Increase of 102 tons per year
Drainage Basin/Sub-basin	Upstream of Trout River / Miller Creek
Recreation and Parks	St. Nicholas Playground
Mass Transit Access	JTA Routes 18 & 23 (Stop 766) / First Coast Flyer Red Line
Natural Features	
Elevations	13 - 21 feet
Land Cover	1400: Commercial and Services
Soils	SIN: 69 Urban Land
Flood Zones	No
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	Not applicable

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been 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 Service Availability Letter, dated March 16, 2021 as part of the companion rezoning application, which is on file with the department. The letter states that there are water connection points along Schumacher Avenue and Beach Boulevard. The letter also states that there are sewer connection points along Schumacher Avenue and Atherton Street.

Future Land Use Element

Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

Transportation

The Planning and Development Department completed a transportation analysis, which is on file with the Department, and determined that the proposed amendment from Community/General Commercial (CGC) to Community/General Commercial (CGC) with site specific Policy 4.4.24 has an existing development potential as 100% Commercial or 80% Commercial and 20% residential and a proposed development potential under scenario 1 as 100% commercial and under scenario 2 as 100% residential uses. If the land use is amended to CGC with site specific Policy 4.4.24, development could result in no net new daily trips under scenario 1 or no net new daily trips under scenario 2. 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 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. 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 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 in Mobility Zone 8.

The subject site is accessible via Beach Boulevard (SR 212), a divided principal arterial facility. The proposed CGC development is generating significant daily trips and the Transportation Planning Division recommends ongoing coordinating efforts with FDOT to ensure that a traffic operational analysis is provided to address the specific external impacts as a result of this land use amendment. SR 212 is subject to FDOT review and access management requirements.

School Capacity

The 9.48 acre proposed land use map amendment has a development potential under scenario 2 of 284 dwelling units and 70 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:

- Elementary School
 - Concurrency Service Area (CSA) 3
 - 2021/2022 enrollment: 7,493
 - Current utilization: 72%
 - New student development from amendment: 35
 - 5-year utilization: 81%
 - Available seats in CSA 3: 1,196
 - Available seats in adjacent CSA(s): 4 and 5 is 907

- Middle School
 - CSA 3
 - 2021/2022 enrollment: 2,086
 - Current utilization: 74%
 - New student development from amendment: 14
 - 5-year utilization: 85%
 - Available seats in CSA 3: 216
 - Available seats in adjacent CSA(s): 4 and 5 is 278

- High School
 - CSA 3
 - 2021/2022 enrollment: 4,311
 - Current utilization: 85%
 - New student development from amendment: 21
 - 5-year utilization: 89%
 - Available seats in CSA 3: 7
 - Available seats in adjacent CSA(s): 4 and 5 is 69

The analysis of the proposed residential development reveals any deficiency for school capacity at the high school level within the CSA; however, there are available seats within the adjacent CSAs.

Public School Facilities Element

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

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

Objective 3.2 **Adopted Level of Service (LOS) Standards**
Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

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

Supplemental School Information:

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.

- **Spring Park Elementary School**
 - CSA 3
 - Amendment student generation: 35
 - School Capacity including permanent spaces and portables: 504
 - Current enrollment 20 day count for 2021/2022: 432
 - Percent Occupied: 86%
 - 4-year projection: 93%

- **Southside Middle School**
 - CSA 3
 - Amendment student generation: 14
 - School Capacity including permanent spaces and portables: 977
 - Current enrollment 20 day count for 2021/2022: 851

- Percent Occupied: 87%
- 4-year projection: 78%
- Englewood High School
 - CSA 3
 - Amendment student generation: 21
 - School Capacity including permanent spaces and portables: 1,864
 - Current enrollment 20 day count for 2021/2022: 1,800
 - Percent Occupied: 97%
 - 4-year projection: 99%

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

Policy 1.2.6 The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

Airport Environment Zone

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

Future Land Use Element

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

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on October 4, 2021, the required notices of public hearing signs were posted. Eighty-nine (89) 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 October 4, 2021. One member of the public attended to speak on the proposed amendment and was concerned with the configuration of the proposed amendment and the impact development would have on the nearby streetscape.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

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

- 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 1.1.5** 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 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 1.1.12** Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.

Policy 1.1.21 Future amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business consistent with FLUE Policy 1.1.5. The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

Policy 1.1.25 The City will encourage the use of such smart growth practices as:

1. Interconnectivity of transportation modes and recreation and open space areas;
2. A range of densities and types of residential developments;
3. A mix of uses including office, commercial, and residential which encourage internal capture of trips;
4. Use of the Development Areas;
5. Revitalization of older areas and the downtown, and
6. Purchase of land through the Preservation Project to remove it from development and preserve it as open space, recreation or conservation use.

Policy 1.3.8 The City shall require through the development review process, the interconnections of land uses in order to reduce the need for trip generation and encourage alternative methods of movement. The development review criteria shall include provisions for convenient on-site traffic flow, considering need for vehicular parking.

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 3.2.1** The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.
- Policy 3.2.7** The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the of the areas served, availability of public facilities, and market demands.
- Objective 6.3** The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Pending Property Rights Element (Ordinance 2021-334)

- Goal 1** The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.
- Objective 1.1** Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.
- Policy 1.1.1** The City will ensure that private property rights are considered in local decision making.
- Policy 1.1.2** The following rights shall be considered in local decision making:
1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
 2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
 3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Future Land Use Element (FLUE), Community/General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. CGC also allows for multi-family residential at densities up to 40 units per acre in the Urban Area, subject to the provision that residential uses shall not be the sole use and shall not exceed 80 percent of a development.

The applicant is proposing a change from CGC to CGC with site specific Future Land Use Element (FLUE) Policy 4.4.24. The site specific policy exempts the subject site from the Community/General Commercial Urban Area Development Characteristic prohibiting ground floor residential uses abutting roadways classified as arterials or higher on the Functional Highway Classification Map and permits single use residential development on 100% of the site.

The existing and proposed CGC designation is consistent and compatible with the existing commercial corridor along Beach Boulevard consistent with FLUE Goal 1 and Policies 1.1.5, 3.2.1 and 3.2.7. Further, the site offers an infill redevelopment opportunity on a site that has existing infrastructure consistent with FLUE Objective 6.3.

While CGC is a commercial category, it also allows for residential development. The companion PUD rezoning application and site specific policy indicate an intent to develop the site as a residential development. The proposed use of the site as a residential development would allow for a wider mix of uses along the Beach Boulevard corridor, consistent with Goal 3 of the FLUE, and ensure adequate land is designated for residential uses, while maintaining compatibility with the surrounding area, consistent with FLUE Objective 3.1. Additionally, the proposed companion PUD rezoning allows for an opportunity to offer innovative site design techniques, consistent with FLUE Policy 1.1.12.

The proposed amendment would encourage reuse of the site within the Urban Development Area, where access to full urban services, including public transit, is available, along with a mix of uses. The proposed reuse of the site as residential will broaden the mix of uses in the area. As such, the proposed amendment is consistent with FLUE Policies 1.1.22, 1.1.25, and 1.3.8.

The proposed small scale amendment would have no impact on the amount of CGC designated land throughout the City, as the site is already designated as CGC. Thus, the proposed amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

The proposed amendment does not hinder the private property rights of the owner of record; has no impact on the right of the property owner to possess or control his or her

interest in the property; maintains the owner's ability to use, maintain, develop and improve the property; protects the owner's right to privacy and security; and maintains the ability of the property owner to dispose of the property at their discretion. Therefore, the amendment is consistent with PRE Goal 1, Objective 1.1 and Policies 1.1.1 and 1.1.2.

Vision Plan

The subject property is located within the boundaries of the *Southeast Vision Plan*. Policy 2.1 of the Southeast Vision Plan states, "provide for and promote compatible mixed-use development, infill, and redevelopment in stable and declining areas and create a range of housing opportunities and choices. Where appropriate." The proposed amendment to CGC with a site specific policy would allow for the redevelopment of the site as residential development, allowing for the infill redevelopment of a mostly vacant shopping center while providing for an increased range of housing opportunities in the area. Therefore, the proposed amendment would be consistent with the proposed recommendations of the Southeast Vision Plan.

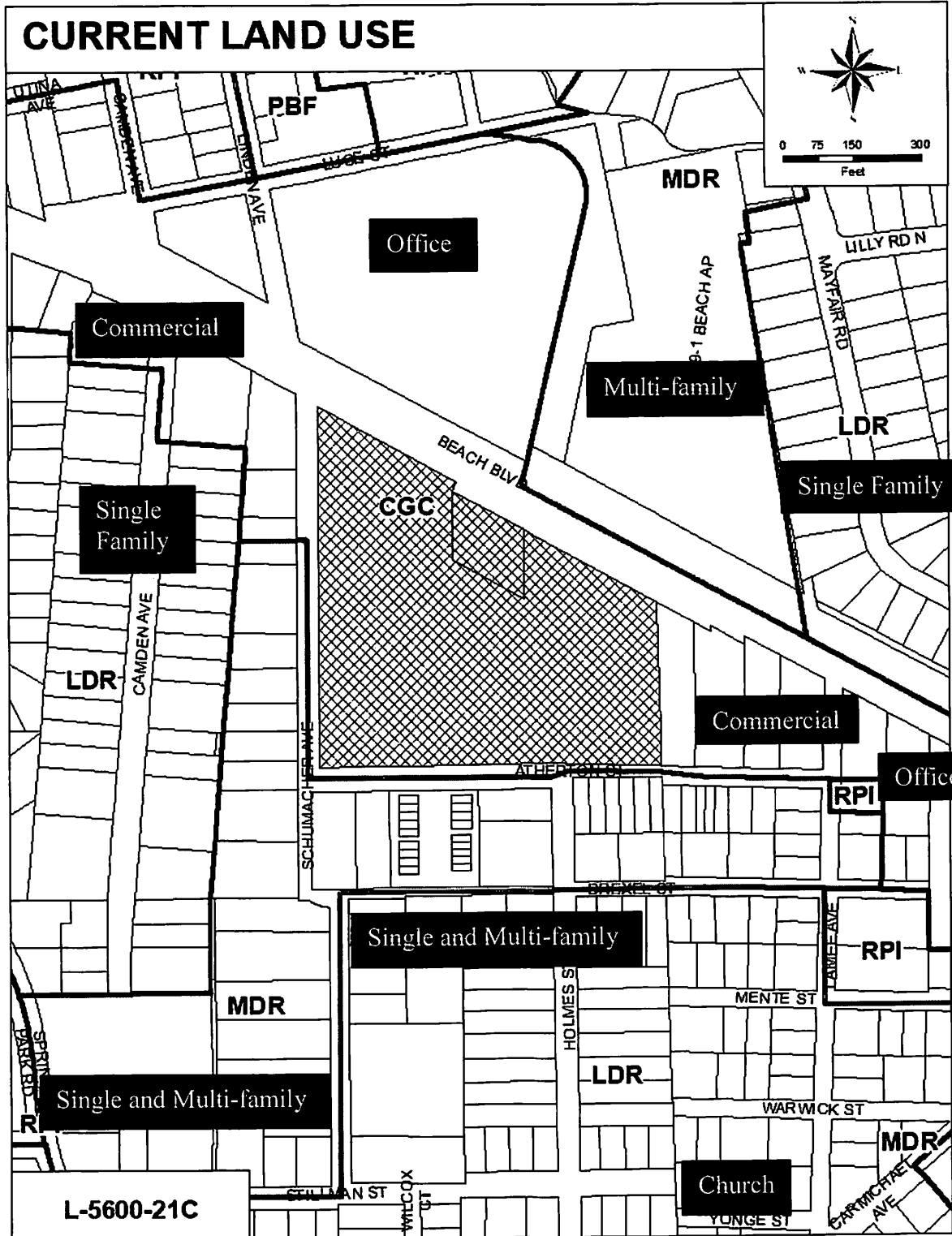
Strategic Regional Policy Plan

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

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 would increase opportunities for residential development, providing a wider range of housing in the northeast Florida region and creating a location for the development of new housing stock for the area. Therefore, the proposed amendment is consistent with Policy 21 of the Strategic Regional Policy Plan.

LAND USE AMENDMENT
FIELD / LOCATION / CURRENT LAND USE MAP



Site Specific Policy with L-5600-21C / Ordinance 2021-686

FUTURE LAND USE ELEMENT

4.4.24

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2021-686 for a Small-Scale Amendment is approved subject to the following site specific conditions:

To implement Policy 1.1.25 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small scale land use map amendment:

- Development shall be exempt from the Community/General Commercial Urban Area Development Characteristic prohibiting ground floor residential uses abutting the roadways classified as arterials or higher on the Functional Highway Classification Map.
- Single use residential development shall be permitted on 100% of the site.

The site is located on the Beach Boulevard commercial corridor which provides a mix of commercial uses, supportive of a multi-family development. The site is located in close proximity to public transportation and connects to full urban services.