

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32202
(904) 630-CITY
www.coj.net

December 8, 2022

The Honorable Terrance Freeman, President
The Honorable Kevin Carrico, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2022-822/Application No. L-5713-22C

Dear Honorable Council President Freeman, Honorable Council Member and LUZ Chairman Carrico and Honorable Members of the City Council:

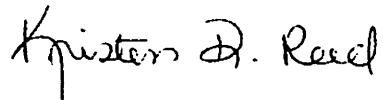
Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2022-822 on December 8, 2022.

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

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

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

Sincerely,

Handwritten signature of Kristen D. Reed in cursive.

Kristen D. Reed, AICP
Chief of Community Planning Division
City of Jacksonville - Planning and Development Department
214 North Hogan Street, Suite 300
Jacksonville, FL 32202
(904) 255-7837
KReed@coj.net

Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – December 2, 2022

Ordinance/Application No.: 2022-822 / L-5713-22C

Property Location: 0 and 467 Clark Road, on the north side of Clark Road between Broward Road and Interstate Center Drive

Real Estate Number(s): 020690-0400 and 020694-0000

Development Area: Suburban

Property Acreage: 3.55 acres

Planning District: District 6, North

City Council District: District 8

Applicant: Janis Fleet

Current Land Use: Community/General Commercial (CGC)

Proposed Land Use: Medium Density Residential (MDR)

Current Zoning: Planned Unit Development (PUD)

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

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The current property has a Future Land Use Map (FLUM) of CGC. The proposed FLUM change to MDR would be compatible with the surrounding area. The FLUM change will allow the property to be developed for townhomes and provide needed housing in the northside of Jacksonville.

BACKGROUND

The 3.55-acre subject property is located on the north side of Clark Road and west of Interstate Center Drive. According to the City’s Functional Highways Classification Map Clark Road is a collector roadway and Interstate Center Drive is a local roadway. The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) from CGC to MDR, with a companion rezoning application from PUD to RMD-D to develop

multi-family townhomes. The companion rezoning, Ordinance 2022-823 is pending concurrently with this application.

Property adjacent and west of the amendment site was recently approved to amend the land use from CGC to MDR pursuant to Ordinance 2021-413-E. The land use amendment site is currently undeveloped surrounded by a mix of uses. 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: CGC, MDR and Business Park (BP)
Zoning: Planned Unit Development (PUD), Industrial Business Park (IBP) and Residential Low Density-60 (RLD-60)
Property Use: Light manufacturing, storage warehouse, salt marsh, vacant undeveloped land, stormwater lakes and single-family dwellings

South: Land Use: CGC, BP, MDR, Residential-Professional-Institutional (RPI) and Conservation (CSV)
Zoning: Public Commercial Community/Generals-1 (CCG-1), PUD, RMD-D, IBP, Conservation (CSV) and Commercial Office (CO)
Property Use: Vacant undeveloped land, stormwater lakes, church and union hall

East: Land Use: CGC and Light Industrial (LI)
Zoning: PUD and Industrial Light (IL)
Property Use: I-95 Expressway and ramp, stormwater lake and office

West: Land Use: MDR, CSV and LDR
Zoning: RMD-D, CCG-1, CSV and RLD-60
Property Use: Proposed townhome development (Ordinance 2021-413-E), mobile home, single-family dwelling, shopping center, service garage, salt marsh, retail store/gas and vacant undeveloped land

IMPACT ASSESSMENT

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

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

Land Use Amendment Impact Assessment - Application Number L-5713-22C

Development Analysis		3.55 Acres
Development Boundary	Suburban Development Area	
Roadway Frontage Classification / State Road	Clark Road - Collector Interstate Center Drive - Local	
Plans and/or Studies	North Jacksonville Shared Vision and Plan	
Site Utilization	Current: Undeveloped	Proposed: Multi-family
Land Use / Zoning	Current: CGC / PUD	Proposed: MDR / RMD-D
Development Standards for Impact Assessment	Current: Non-residential: 0.35 FAR Residential: 15 DU/Acre	Proposed: 15 DU/Acre
Development Potential	Current: Scenario 1 – 54,123 square feet Scenario 2 – 10,825 square feet and 42 multi-family dwelling units	Proposed: 53 multi-family dwelling units
Net Increase or Decrease in Maximum Density	Scenario 1: Increase of 53 multi-family units Scenario 2: Increase of 11 multi-family units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 54,123 square feet Scenario 2: Decrease of 10,825 square feet	
Population Potential	Current: Scenario 1 – Not applicable Scenario 2 - 98 people	Proposed: 124 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Evacuation Zone	Zone A	
Airport Environment Zone	No	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low and High	
Historic District	No	
Adaptation Action Area	Yes; 100% of the site	

Development Analysis		3.55 Acres
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	No – Discharge area	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	Scenario 1: 0 increase in daily trips Scenario 2: 0 increase in daily trips	
Potential Public School Impact	Increase of 11 new students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Increase of 9,749 gpd Scenario 2: Increase of 2,044 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Increase of 7,312 gpd Scenario 2: Increase of 1,533 gpd	
Potential Solid Waste Impact	Scenario 1: Increase of 51.20 tons per year Scenario 2: Increase of 11.28 tons per year	
Drainage Basin/Sub-basin	Trout River Basin and Sub-basin	
Recreation and Parks	Concord Park, Marion Park and Bert Maxwell Boat Ramp	
Mass Transit Access	Bus Stop 3229 on Clark Road at application site	
Natural Features		
Elevations	9 to 11 feet above mean sea level	
Land Cover	(4340) Upland mixed coniferous	
Soils	(32) Leon fine sand	
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 preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

A JEA letter of service availability has been provided and is on file with the Planning and Development Department. The letter, dated April 25, 2022, identifies an existing 16-inch water main within the Clark Road right-of-way and an existing 8-inch water main along Interstate Center Drive. In addition, there is a 16-inch force main along Clark Road and a 6-inch force main along Interstate Center Drive.

Transportation

Background Information:

The subject site is 3.55 acres and is accessible from Clark Road and Interstate Center Drive, a collector and unclassified 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 Community General Commercial (CGC) to Medium Density Residential (MDR).

Comprehensive Plan Consistency:

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

Transportation Element

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

Objective 2.4 The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

Policy 2.4.2 The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current land use would result in 2,192 or 636 daily trips, depending on the scenario. If the land use is amended to allow for this proposed MDR development, this will result in 357 daily trips.

Transportation Planning Division **RECOMMENDS** the following:

The difference in daily trips for the proposed land use amendment will result in no net new daily trips when compared to the existing land use. 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
Daily Trip Generation Estimation Scenarios

Existing Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	822	54,123 SF	T = 67.52 (X) / 1000	3,654	1,462	2,192
				Total Trips for Existing Scenario 1 Land Use		2,192
Existing Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC- N	822	10,825 SF	T = 54.45 (X) / 1000	589	236	353
CGC- R	220	42 MF DUs	T = 6.74 (X)	283	0	283
				Total Trips for Existing Scenario 2 Land Use		636
Proposed Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	53 MF DUs	T = 6.74 (X)	357	0	357
				Total Trips for Proposed Land Use		357
				<i>Scenario 1 Difference in Daily Trips</i>		0
				<i>Scenario 2 Difference in Daily Trips</i>		0

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

School Capacity

The 3.55 acre proposed land use map amendment has a development potential of 53 dwelling units and 11 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 as shown in "Attachment A".

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.

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 as shown in "Attachment B".

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.

Adaptation Action Area (AAA)

The City of Jacksonville implemented the 2015 Peril of Flood Act (Chapter 2015-69, Laws of Florida) by establishing an Adaptation Action Area (AAA). The AAA boundary is an area that experiences coastal flooding due to extreme high tides and storm surge. The area is vulnerable to the related impacts of rising sea levels for the purpose of prioritizing funding for infrastructure needs and adaptation planning. Ordinance 2020-732-E expands the AAA boundaries to those areas within the projected limits of the Category 3 storm surge zone and those contiguous areas of the 100-year and 500-year Flood Zones.

The entire subject site is within the Adaptation Action area and subject to coastal flooding during cataclysmic hurricane storms. The AAA area is within the approximate 14 feet above mean sea level elevation in the nearby location. The City will continue to enforce building standards and requirements to minimize structural damage to property in hazardous coastal areas. Future City expenditures for infrastructure improvements will be limited to meeting the needs of existing residents and resource protection.

Conservation/Coastal Management Element

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

Policy 14.1.2 The City shall recognize existing regulations, programs and policies that overlap with the AAA and that are currently in place to limit public investment and address appropriate development and redevelopment practices related to flooding. These regulations, programs and policies include but are not limited to the floodplain management ordinance, CHHA policies, the Local Mitigation Strategy and the Post Disaster Redevelopment Plan and shall only be applied in cases where such regulation would otherwise apply to a development or redevelopment project.

Evacuation Zone

The subject site is located within the Evacuation Zone A. 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, the proposed properties in land use amendment L-5713-22C will be in close proximity to Interstate Center Drive and Main Street North, indicating sufficient access to I-95 (0.26 road miles) and I-295 (3.56 road miles), primary evacuation routes.

In consideration of the surrounding evacuation zone (Zone A and B), nearest evacuation routes, the development of the proposed property could create a localized impact to the traffic flow on I-95 and I-295 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5713-22C 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on November 10, 2022, the required notices of public hearing signs were not posted. Fifteen (15) 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 November 14, 2022. No members of the public were present.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Suburban Area (SA): The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as further described in each land use plan category.

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 1.1.5 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 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
- 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 1.1.24 The City will encourage new development to locate in the Urban Core, Southwest, North, and Northwest planning districts through such measures as economic incentives, greater marketing assistance, etc.
- 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.

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.

Policies 3.1.1 The City shall develop through the Planning and Development Department an incentive program to promote infilling of residential development on vacant land designated for residential use on the Future Land Use Map series. These incentives will be reflected in the Zoning Code of the City's Land Development Regulations.

Policy 3.1.3 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Land Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.

Policy 3.1.6 The City shall provide for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.

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.

Recreation and Open Space Element (ROSE)

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

Pending 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 FLUE, Community/General Commercial (CGC) land use category in the Suburban Area is intended to provide development in a nodal development pattern. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services; abut a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses. Residential uses are permitted at up to Twenty (20) dwelling units per acre as part of mixed use developments so long as they do not exceed 80 percent of a development.

MDR in the Suburban Area is intended to provide compact low to medium density mixed use development. Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. Multi-family and single-family dwellings are the predominant development typology in this category. The maximum gross density in the Suburban Area shall be 20 units per acre, and the minimum gross density shall generally be greater than seven (7) units per acre.

The subject site is located on Clark Road is and served by public water and sewer services as per the JEA letter, dated April 25, 2022, identifying an existing 16-inch water main within the Clark Road right-of-way and an existing 8-inch water main along Interstate Center Drive. In addition, there is a 16-inch force main along Clark Road and a 6-inch force main along Interstate Center Drive. Therefore, the proposed amendment is consistent with FLUE Policy 1.2.9.

The subject site has access to centralized water and sewer facilities and the proposed amendment to MDR would allow for development of additional housing options in the North Planning District to accommodate future growth and development through the planning timeframe of the 2030 Comprehensive Plan. The property is underutilized land in the Suburban Development Area and development of this site is considered infill

development. Therefore, the amendment is consistent with FLUE Objectives 1.1 and 3.1, and Policies 1.1.5, 1.1.21, 1.1.24, 3.1.1 and 3.1.6.

The amendment to MDR to provide multi-family results in a compatible development pattern with the existing mix of land uses in the area and provides a transition from the CGC to the LDR land use categories north of the subject site. The application site is also vacant undeveloped land. Therefore the proposed land use amendment to MDR is consistent with FLUE Objective 6.3 and Policies 1.1.10 and 3.1.3.

Additionally, multi-family development on the site will be subject to the requirements of ROSE Policy 2.2.2, as applicable, concerning the provision of recreation and open space.

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 North Jacksonville Shared Vision and Master Plan (2003). The Plan offers no specific recommendations for the location of the subject site. However, the Plan does recommend clustering new development in order to provide greater environmental protection and public benefit. The proposed land use amendment would cluster development out of the environmentally sensitive wetland/flood plain areas under the same ownership just north of the application site.

Strategic Regional Policy Plan

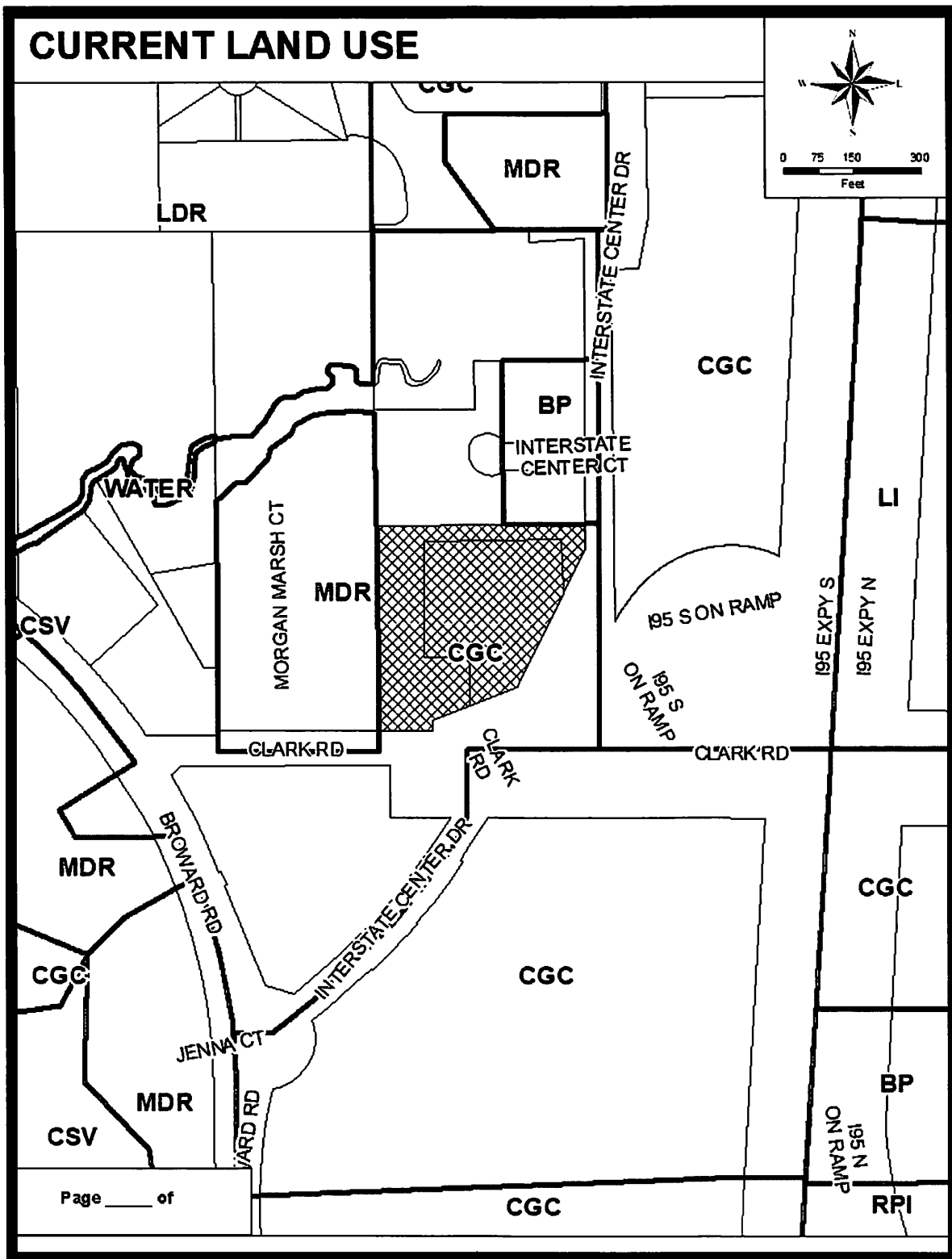
The proposed amendment is consistent with the following Objective of the Northeast Florida Regional Council (NEFRC) Strategic Regional Policy Plan (March 2021), Housing and Health:

Strategic Issue: Housing and Health:

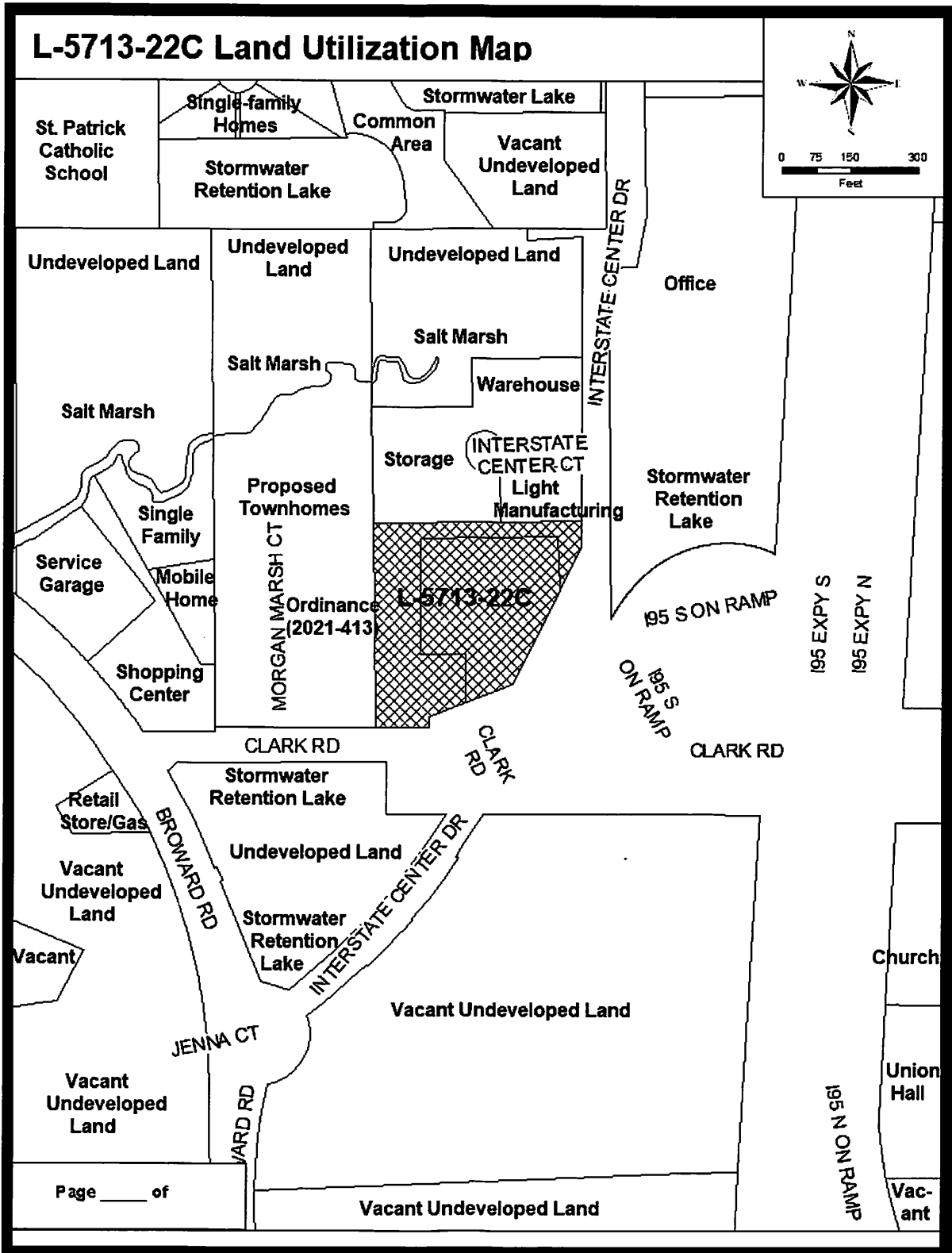
OBJECTIVE: Housing stock that is safe and free from environmental hazards that can be detrimental to health.

The proposed land use amendment results in additional housing in the area resulting in consistency with this objective of the Housing and Health Strategic Issue.

LAND USE AMENDMENT USE MAP



LAND UTILIZATION MAP



Application Review Request: COJ PDD: School Impact Analysis Proposed Name: L-5713-22C Clark Road Requested By: Ed "Luke" Lukacovic Reviewed By: Shalene B. Estes Due: 10/27/2022							
Analysis based on maximum dwelling units: 53							
School Type	CSA ¹	2022-23 Enrollment/CSA	Current Utilization (%)	New Student/Development ³	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 2&7
Elementary	1	11,216	56%	6	58%	7,854	2,832
Middle	1	7,527	88%	2	86%	702	447
High	1	8,087	80%	3	72%	1,151	1,800
Total New Students				11			

NOTES:

¹ Proposed Development's Concurrently Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

ES-.125

MS-.051

HS-.074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5713-22C Clark Road Requested By: Ed "Luke" Lukacovic Reviewed By: Shalene B. Estes Due: 10/27/2022 Analysis based on maximum dwelling units: 53						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2022/23)	% OCCUPIED	4 YEAR PROJECTION
Highlands ES #99	1	6	536	451	84%	104%
Highlands MS #244	1	2	1071	685	64%	62%
First Coast HS #265	7	3	2212	2095	95%	89%
		11				

NOTES:

¹ Attendance school may not be in proposed development's Concurrency Service Area (CSA)

² Does not include ESE & room exclusions

³ Student Distribution Rate

ES-.125

MS-.051

HS-.074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.