

City of Jacksonville, Florida

Lenny Curry, Mayor

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

November 3, 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. 2022-754/Application No. L-5748-22C

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

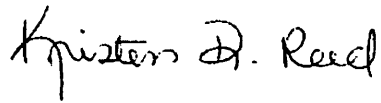
Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2022-754 on November 3, 2022.

P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	7-0 APPROVE

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

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 script.

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 – October 28, 2022

Ordinance/Application No.: 2022-754 / L-5748-22C

Property Location: 0,10867, 10915, 10927, and 10935 Normandy Boulevard

Real Estate Number(s): 012820 0000, 012820 0050, 012823 0000, 012825 0000, 012826 0000

Property Acreage: 10.32 acres

Planning District: District 4, Southwest

City Council District: District 12

Applicant: Curtis Hart, Hart Resources, LLC.

Current Land Use: Residential Professional Institutional (RPI)

Proposed Land Use: Medium Density Residential (MDR)

Current Zoning: Residential Low Density - 60 (RLD-60)

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

Development Boundary: Suburban Area

RECOMMENDATION: **APPROVE**

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Property is adjacent to MDR. The requested land use change would be compatible with the surrounding area.

BACKGROUND

The subject site is 10.32 acres and is located on the north side of Normandy Boulevard (SR 228), an arterial road, between Chaffee Road South, an arterial road, and Norton Road, an unclassified road. The site consists of five parcels which contain single family homes. The applicant is proposing a Future Land Use Map (FLUM) amendment from Residential Professional Institutional (RPI) to Medium Density Residential (MDR). The applicant is also proposing a companion rezoning from Residential Low Density - 60

(RLD-60) to Residential Medium Density - D (RMD-D) which is pending concurrently with this amendment, pursuant to Ordinance 2022-755.

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

North: Land Use: LDR, MDR
 Zoning: RMD-A, RLD-60, PUD
 Property Use: Single Family Residential, Undeveloped

South: Land Use: CGC, LDR, RPI
 Zoning: PUD, RLD-60, CCG-1, RR-Acre
 Property Use: Single Family Residential, Vacant, Undeveloped

East: Land Use: RPI, CGC
 Zoning: RLD-60, PBF-1
 Property Use: Single Family Residential, Mobile Home Park, Normandy Boulevard Sports Complex

West: Land Use: RPI, CGC, MDR
 Zoning: RLD-60, RLD-40, CCG-2, CO, RMD-A
 Property Use: Single Family Residential, Undeveloped

IMPACT ASSESSMENT

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

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	Suburban Area	
Roadway Frontage Classification / State Road	Normandy Boulevard – Major Arterial / SR -228	
Plans and/or Studies	Southwest Vision Plan	
Site Utilization	Current: Single-family residential	Proposed: Multi-family residential

Development Analysis		
Land Use / Zoning	Current: RPI	Proposed: MDR
Development Standards for Impact Assessment	Current: Scenario 1: 100% non-residential at 0.5 FAR Scenario 2: 90% Residential at 15 DU/Acre and 10% Non-residential at 0.5 FAR	Proposed: 15 DU / Acre
Development Potential	Current: Scenario 1: 224,769 Sq. Ft. Scenario 2: 22,476 Sq. Ft. and 139 DUs	Proposed: 154 DUs
Net Increase/Decrease in Maximum Density	Scenario 1: Increase of 154 DUs Scenario 2: Increase of 15 DUs	
Net Increase/Decrease in Potential Floor Area	Scenario 1: Decrease of 224,769 Sq. Ft. Scenario 2: Decrease of 22,476 Sq. Ft.	
Population Potential	Current: Scenario 1: not applicable Scenario 2: 326 people	Proposed: 361 People
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Evacuation Zone	No	
Airport Environment Zone	150' height zone for Herlong Recreational Airport and Cecil Airport	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low and High	
Historic District	No	
Coastal High Hazard Area	No	
Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	0-4 inches	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	Scenario 1: No net new daily trips	

Development Analysis	
	Scenario 2: No net new daily trips
Potential Public School Impact	50 new students
Water Provider	JEA
Potential Water Impact	Scenario 1: Increase of 20,417 Gallons per day Scenario 2: Increase of 1,947 Gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Increase of 15,313 Gallons per day Scenario 2: Increase of 1,460 Gallons per day
Potential Solid Waste Impact	Scenario 1: Increase of 40 Tons per year Scenario 2: Increase of 3 Tons per year
Drainage Basin/Sub-basin	Ortega River / Ortega River
Recreation and Parks	Normandy Boulevard Sports Complex
Mass Transit Access	Not available
Natural Features	
Elevations	84-91 feet
Land Cover	1100: Residential Low Density
Soils	14: Boulogne fine sand 32: Leon fine sand 58: Pottsburg 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 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 letter of service availability dated July 19, 2022, which was submitted with the companion rezoning application identifying the closest access points to both water and sewer connections. An 8 inch water main is located along Old Gainesville Road, east of the property, and a 16 inch water main runs along Normandy Boulevard. The two closest existing sewer connection points are a force main along Chaffee Road South and a force main along Normandy Boulevard. The letter also identified special conditions that need to be met in order to obtain sewer service, including the design and construction of a pump station and dedicated force main.

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 subject site is 10.32 acres and is accessible from Normandy Blvd (SR 228), a major arterial facility. The proposed land use amendment is located within the Suburban Area and Mobility Zone 6. The applicant proposes to change the existing land use from Residential Professional Institutional (RPI) 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 2,436 or 1,181 daily trips, depending on the scenario. If the land use is amended to allow for this proposed MDR development, this will result in 1,038 daily trips for both scenarios.

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. SR 228 is subject to FDOT review and access management requirements. The Transportation Planning Division recommends ongoing coordinating efforts with 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 Pass-By Trips	Daily Trips
RPI	710	224,769 SF	T= 10.84 (X) / 1000	2,436	0	2,436
				Total Trips for Existing Land Use- Scenario 1		2,436
Current Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RPI- N	710	22,476 SF	T = 10.84 (X) / 1000	244	0	244
RPI- R	220	139 MF DUs	T = 6.74 (X)	937	0	937
				Total Trips for Existing Land Use- Scenario 2		1,181
Proposed Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	154 DU	T = 6.74 (X)	1,038	0	1,038
				Total Trips for Proposed Land Use- Scenario		1,038
				Scenario 1 Difference in Daily Trips		0
				Scenario 2 Difference in Daily Trips		0

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

School Capacity

The 10.32 acre proposed land use map amendment has a development potential of 154 dwelling units and 50 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: C of PDD: School Impact Analysis
Proposed Name: L-5748-22C Normandy Blvd North
Requested By: Ed "Luke" Lukacovic / Krista Fogarty
Reviewed By: Shalene B. Estes
Date: 10/19/2022

Analysis based on maximum dwelling units: **154**

School Type	CSA ¹	2022-23 Enrollment/CSA	Current Utilization (%)	New Student/Development	5 Year Utilization (%)	Available Seats - CSA ¹	Available Seats - Advanced CSA 1&2 (MSZ&7)
Elementary	8	5,659	79%	25	86%	2,239	10,435
Middle	7	1,109	67%	11	66%	358	447
High	8	2,633	87%	14	64%	64	2,176
Total New Students				50			
Total Student Generation Yield:		0.233					
Elementary:		0.147					
Middle:		0.073					
High:		0.013					

NOTES:

¹ Proposed Developments Concurrently Service Area (CSA)

² Available CSA seats include current reservations

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.

Application Review Request: COJ PDD: Baseline Checklist Review
Proposed Name: L-5748-22C Normandy Blvd. North
Requested By: Ed "Luke" Lukacovic / Krista Fogarty
Reviewed By: Shalene B. Estes
Due: 10/19/2022

Analysis based on maximum dwelling units: 154

SCHOOL ¹	CSA	STUDENT'S GENERATED (Rounded)	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2022/23)	% OCCUPIED	4 YEAR PROJECTION
Chaffee Trail #142	8	25	808	757	94%	92%
Charger Academy #216	2	11	1438	961	67%	59%
Edward H. White HS #248	2	14	2071	1574	76%	67%
		50				

NOTES:

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

² Does not include ESE & room exclusions

³ Same As Above (SAA)

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 150 foot Height and Hazard Zone for the Herlong Recreational Airport and Cecil Airport. Zoning will limit development to a maximum height of 150 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.

Aquifer Recharge

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protections. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR)

Policy 1.2.8 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridan Aquifer, the Planning and Development Department shall prepare

maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridian Aquifer Recharge GIS grid coverage.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on October 13, 2022, the required notices of public hearing signs were posted. Thirty-two (32) 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 17, 2022. No members of the public attended to speak on the proposed amendment.

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.

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 1.1.21 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 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

Objective 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.

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

Policy 2.2.3 A residential subdivision development of 100 lots or more shall provide at least one acre of useable uplands for every 100 lots (and any fraction thereof), or 5% of the total useable uplands area to be platted, whichever is less, to be dedicated as common area and set aside for active recreation. There may be up to two areas for each 100 lots, and the areas shall be a minimum of 0.5 acres in size, unless otherwise approved by the Planning and Development Department, or by the City Council as part of a Planned Unit Development Zoning District.

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

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

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), Residential Professional Institutional (RPI) in the Suburban Area is intended to provide low to medium density development. Development which includes medium density residential and professional office uses is preferred. Plan amendment requests for new RPI 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.

Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and transitional uses between low density and residential uses and higher density residential uses, commercial uses and public and semi-public use area. Multi-family housing should be 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 be greater than 7 units per acre, when full urban services are available. In the absence of the availability of centralized water and sewer, the gross density of development permitted shall be the same as allowed within the Low Density Residential (LDR) land use category without such services. In the LDR land use category, the maximum density shall be 2 units per acre and minimum lot size shall be half an acre when both centralized water and sewer are not available. When either one of centralized water or sewer services are not available, the maximum gross density shall be 4 units per acre and the minimum lot size shall be $\frac{1}{4}$ of an acre.

Consistent with FLUE Policy 1.2.9, The applicant has provided a JEA letter of service availability dated July 19, 2022, which was submitted with the companion rezoning application identifying the closest access points to both water and sewer connections. An 8 inch water main is located along Old Gainesville Road, east of the property, and a 16 inch water main runs along Normandy Boulevard. The two closest existing sewer connection points are a force main along Chaffee Road South and a force main along Normandy Boulevard. The letter also identified special conditions that need to be met in order to obtain sewer service, including the design and construction of a pump station and dedicated force main.

The applicant is proposing a change from RPI to MDR to allow for the development of multi-family residential. The proposed land use designation would allow for compact

development and ensure adequate land is designated for residential uses, while maintaining compatibility with the surrounding area, and offering a wider mix of residential uses in the area, consistent with FLUE Goals 1 and 3, Objective 3.1, and Policy 1.1.22.

The proposed amendment from RPI to MDR would allow for the development of additional housing to provide adequate housing choices for residents. The property is underutilized land in the Suburban Development Area which has access to centralized water and sewer services. Development of this site is considered infill development. Therefore, the proposed amendment is consistent with FLUE Objective 6.3 and Policies 1.1.5 and 1.1.21.

The proposed development will be evaluated at site plan review for consistency with any applicable recreation and open space requirements as outlined in ROSE Policies 2.2.2, 2.2.3, 2.2.4, and 2.2.5.

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 application site lies within the Southwest Vision Plan area. The property is located within the suburban zone as well as the Jacksonville Heights character area. The plan does not identify specific recommendations for the subject site. The goal of theme 1 is to strengthen existing neighborhoods and create new neighborhoods. The proposed amendment would allow for the development of a new residential neighborhood, consistent with Theme 1 of the Southwest Jacksonville Vision Plan.

Strategic Regional Policy Plan

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

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

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

LAND USE AMENDMENT
FIELD / LOCATION / CURRENT LAND USE MAP

