



A NEW DAY.

# City of Jacksonville, Florida

*Donna Deegan, Mayor*

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117 W. Duval St.  
Jacksonville, FL 32203  
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July 1, 2024

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

**RE: Planning Commission Advisory Report / Ordinance No. 2024-397/Application No. L-5929-24C**

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

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2024-397 on June 20, 2024.

P&DD Recommendation

APPROVE

PC Issues:

1 speaker expressed concern about the waterline easement and construction over the easement.

**PC Vote:**

**6-0 APPROVE**

Charles Garrison, Chair

Aye

Lamonte Carter

Absent

Amy Yimin Fu

Absent

Julius Harden

Aye

Moné Holder

Absent

Ali Marar

Aye

Michael McGowan

Aye

Jack Meeks

Aye

Tina Meskel

Aye

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

Sincerely,



**Helena A. Parola, MAURP**

***Acting Chief of Community Planning***

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 – June 14, 2024**

**Ordinance/Application No.:** 2024-397 / L-5929-24C

**Property Location:** 2168 St Johns Bluff Road South, 0 and 10468 Bradley Road, between St. Johns Bluff Road South and Cromwell Road.

**Real Estate Number(s):** 163806 0000, 163807 0400, 163810 0020, 163811 0000, 163812 0000, 163813 0050, 163814 0010, 163815 0000, 163816 0000

**Property Acreage:** 6.14 Acres

**Planning District:** District 2, Greater Arlington/Beaches

**City Council District:** District 4

**Applicant:** Hayden Phillips, Esq.

**Current Land Use:** Residential-Professional-Institutional (RPI)

**Proposed Land Use:** Business Park (BP)

**Development Area:** Suburban Development Area

**Current Zoning:** Commercial, Residential, and Office (CRO)

**Proposed Zoning:** Planned Unit Development (PUD)

***RECOMMENDATION: APPROVE***

### **APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT**

To allow for development of the property consistent with the market.

### **BACKGROUND**

The 6.14-acre subject site is located on the west side of St. Johns Bluff Road South and between St. Johns Bluff Road and Cromwell Road. According to the City's Functional Highways Classification Map, this portion of St. Johns Bluff Road is a collector roadway. The site is also located in Planning District 2, Council District 4, and the Suburban Development Area.

The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan from Residential-Professional-Institutional (RPI) to Business Park (BP). A companion rezoning application is pending concurrently with the land use application via Ordinance 2024-398, which seeks to change the zoning district from Commercial, Residential, and Office (CRO) to Planned Unit Development (PUD). Currently the site contains undeveloped land and single-family dwellings.

The dominant uses to the west are office and warehouse uses, but there is a dominant residential presence to the north and west of the subject site, while there is a mix of uses to the south. More specific adjacent land use categories, zoning districts and property uses are as follows:

*North:* Land Use: Low Density Residential (LDR), Business Park (BP), and Community/General Commercial (CGC)  
Zoning: Residential Low Density-60 (RLD-60), Industrial Business Park (IBP) and Planned Unit Development (PUD)  
Property Use: Service Garage, Warehouse, Parking Lot, Single-Family Residential, Vacant

*South:* Land Use: BP and Residential Professional Institutional (RPI)  
Zoning: PUD and Commercial Residential and Office (CRO)  
Property Use: Vacant, Church, Office, Multi-Family Residential, Single-Family Residential, Warehouse

*East:* Land Use: CGC, BP, LDR, and Medium Density Residential (MDR)  
Zoning: CRO, Commercial Community/General-1 (CCG-1), IBP, Residential Medium Density-D (RMD-D), and Residential Medium Density-B (RMD-B)  
Property Use: Church, Vacant, Warehouse, Office, Shopping Center

*West:* Land Use: LDR  
Zoning: RLD-60  
Property Use: Single-Family Residential

## **IMPACT ASSESSMENT**

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

## **Land Use Amendment Impact Assessment**

<b>Development Analysis</b>		<b>6.14 acres</b>
Development Boundary	Suburban Development Area	
Roadway Frontage Classification / State Road	St. Johns Bluff Road S. – Collector roadway Bradley Road – Local Roadway	
Plans and/or Studies	Arlington/Beaches Vision Plan St. Johns Bluff Corridor Study	
Site Utilization	Current: Single family dwelling and undeveloped land	Proposed: Outside Storage/Warehousing
Land Use / Zoning	Current: RPI / CRO	Proposed: BP / PUD
Development Standards for Impact Assessment	Current: Scenario 1: 0.5 FAR Scenario 2: 15 units/acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 15 units/acre
Development Potential	Current: Scenario 1: 133,729 Sq. Ft of commercial space Scenario 2: 92 multi-family dwelling units	Proposed: Scenario 1: 93,610 Sq. Ft of commercial space Scenario 2: 92 multi-family dwelling units
Net Increase or Decrease in Maximum Density	Scenario 1: N/A Scenario 2: No change	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 40,119 sq. ft. Scenario 2: N/A	
Population Potential	Current: Scenario 1: N/A Scenario 2: 216 people	Proposed: Scenario 1: N/A Scenario 2: 216 people
<b>Special Designation Areas</b>		
Aquatic Preserve	No	
Evacuation Zone	No	
Airport Environment Zone	150 ft Height Restriction Zone for Craig Airfield	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low Sensitivity	
Historic District	No	
Coastal High Hazard	No	
Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	0 to 4-inch recharge area	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
<b>Public Facilities</b>		
Potential Roadway Impact	Scenario 1: Increase of 285 daily trips. Scenario 2: Increase of 0 daily trips.	
Potential Public School Impact	Increase of 21 new students	

Development Analysis		6.14 acres
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 2,006 gallons per day Scenario 2: No change	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Decrease of 1,504 gallons per day Scenario 2: No change	
Potential Solid Waste Impact	Scenario 1: Decrease of 64.19 tons per year Scenario 2: No change	
Drainage Basin/Sub-basin	Drainage Basin: Downstream of Trout River Sub-Drainage Basin: Mill Dam Branch	
Recreation and Parks	No	
Mass Transit Access	Bus Stop #386; St. Johns Bluff Road - Route 23	
Natural Features		
Elevations	38-43 feet above mean sea level	
Land Cover	1100: Residential, low density 4110: Pine flatwoods	
Soils	22-Evergeeen-Wesconnett complex and 32-Leon fine sand	
Flood Zones	No	
Wetlands	No	
Wildlife (applicable to sites greater than 50 acres)	N/A	

### **Utility Capacity**

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been 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 established shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

According to the JEA letter dated April 18, 2024, there is an existing 16-inch water main, 4-inch sewer force main, and 8-inch sewer force main within the St. Johns Bluff Road South right of way. The availability letter provides that connection to the JEA-owned sewer system will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main with a minimum 4-inch diameter.

### **Future Land Use Element**

Policy 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted

where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

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

### **Transportation**

The subject site is 6.14 acres and is accessible from St Johns Bluff Rd S, a collector facility, and Bradley Rd, a local facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 2. The applicant proposes to change the existing land use from Residential Professional Institutional (RPI) to Business Park (BP).

### **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 <i>Trip Generation Manual</i> , 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 RPI land use would result in 1450 or 620 daily trips depending on the scenario. If the land use is amended to allow for this proposed BP development, this will result in 1165 or 627 daily trips depending on the scenario.

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

The difference in daily trips for the proposed land use amendment has 285 or zero net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

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

Current Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RPI	710	133,729 SF	T = 10.84 (X)/ 1000	1450	0	1450
				Total Trips for Existing Land Use- Scenario		1450
Existing Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RPI	220	92 MFDUs	T = 6.74 (X)	620	0	620
				Total Trips for Existing Land Use- Scenario 2		620
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass- By Trips	Daily Trips
BP	770	93,610 SF	T = 12.44 (X)/1000	1165	0	1165
				Total Trips for Proposed Land Use- Scenario 2		1165
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
BP	220	92 MFDUs	T = 6.74 (X)	620	0	620
				Total Trips for Proposed Land Use- Scenario 2		620
			Scenario 1 Difference in Daily Trips			285
			Scenario 2 Difference in Daily Trips			0

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

## School Impacts

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 6.14 acre proposed land use map amendment has a development potential of 92 dwelling units. 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 available seats in the CSA and adjacent CSAs include concurrency reservations.

The analysis of the proposed residential development reveals no deficiency for school capacity within the CSA and adjacent CSAs. Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office.

#### Public School Facilities Element

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

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

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

Policy 3.1.1      The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of

## DCPS Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.

### Supplemental School Information

The following additional information regarding the capacity of the assigned neighborhood schools is provided by the Duval County School Board. This information 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".

### **Airport Height Restriction Zone**

The site is located within the 150-foot Height and Hazard Zone for the Craig 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 2.6** Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities in accordance with the requirements of Section 163.3177, F.S.

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

### **Archaeological Sensitivity**

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

### **Historic Preservation Element**

Policy 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

Policy 1.2.5 The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

### **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 protection. 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 1.2.3 The City shall continue to coordinate with the SJRWMD and utilize the best available resources and information including the latest update of the Floridan Aquifer Recharge GIS grid coverage to protect the functions of the natural groundwater aquifer recharge areas and to discourage urban sprawl.

Policy 1.2.7 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 Floridan Aquifer Recharge GIS grid coverage.

### **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on May 23, 2024, the required notices of public hearing signs were posted. Forty-six(46) 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 June 3, 2024, for the adoption of the small-scale land use amendment. No members of the public were present.

## **CONSISTENCY EVALUATION**

### **Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies**

#### **Future Land Use Element (FLUE)**

##### *Development Area*

*Suburban Area (SA):* The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as 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, enjoyment, wellness and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.  |
| Objective 1.1 | Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.   |
| Policy 1.1.9  | <p>Promote the use of Planned Unit Developments (PUD) zoning districts, cluster developments, and other innovative site planning and smart growth techniques in order to allow for appropriate combinations of complementary land uses, densities and intensities consistent with the underlying land use category or site specific policy, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:</p> <ul style="list-style-type: none"><li>• Potential for the development of blighting or other negative influences on abutting properties</li><li>• Traffic Impacts</li><li>• Site Access</li></ul> |

- Transition of densities and comparison of percentage increase in density above average density of abutting developed properties
- Configuration and orientation of the property
- Natural or man-made buffers and boundaries
- Height of development
- Bulk and scale of development
- Building orientation
- Site layout
- Parking layout
- Opportunities for physical activity, active living, social connection, and access to healthy food

Policy 1.1.21 Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

- A. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or
- C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

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

Policy 1.2.8      Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

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

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

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

Objective 3.2      Promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

Policy 3.2.1        The City shall encourage development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

Policy 3.2.6        The City shall apply the locational criteria in the land use categories and the operative provisions of this element when reviewing commercial and industrial development and redevelopment for consistency with the character of the areas served, the availability of public facilities, and market demands.

Recreation and Open Space Element (ROSE)

- Policy 2.2.1      The City shall require that all new non-residential land uses provide a minimum of 10% of the property in open space.
- Policy 2.2.2      The City shall require that all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.

### 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), the RPI in the Suburban Development Area is intended to provide low to medium density residential development. Development which includes medium density residential and professional office uses is preferred. Limited neighborhood commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled.

BP in the Suburban Area is intended to provide compact low to medium intensity office development and low intensity light industrial uses. Development which includes low to medium density residential uses is preferred on sites located outside of areas identified as an Industrial Sanctuary. Limited commercial retail and service establishments, hotels and motels may also be permitted. Plan amendment requests for new BP designations are preferred in locations which are supplied with full urban services.

The applicant is proposing a land use change from RPI to BP to allow for the development of outside storage and warehousing. The property is adjacent to vacant undeveloped land to the east and south in the RPI land use category. Immediately east of the site, across St. Johns Bluff Road South is offices, warehouses, and a shopping center in the CGC and BP land use categories. RPI and BP are both low intensity transitional land use categories. Therefore, the amendment would maintain a compatible land use pattern along St. Johns Bluff Road South and would not have a negative impact on the surrounding adjacent uses. According to the Industrial land use category's introduction, many industrial uses can exist in harmony with non-industrial neighbors through proper site design, arrangement of uses and the incorporation of effective buffers. The companion rezoning is a PUD which can include site design requirements to promote compatibility with surrounding uses. Therefore, the proposed amendment is consistent with FLUE Goal 1, Objective 1.1 and Policy 1.1.9.

The amendment provides compatible uses for the surrounding RPI, BP, and CGC designated land. The proposed land use amendment is in the Suburban Development Area, has access to full urban services and discourages urban sprawl. The designation of BP land use category for the property promotes supportive uses for the St. Johns Bluff Road South corridor and therefore, is consistent with the intent of the Suburban Development Area and FLUE Goal 3, Objective 3.2, Policies 1.1.21, 1.1.22, 3.21 and 3.2.6.

The subject site for the land use application will be served by sanitary sewer and water lines. According to the JEA letter dated April 18, 2024, there is an existing 16-inch water main, 4-inch sewer force main, and 8-inch sewer force main within the St. Johns Bluff Road South right of way. The availability letter provides that connection to the JEA-owned sewer system will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main with a minimum 4-inch diameter. Therefore, the application is consistent with FLUE Policy 1.2.8.

Although the site is planned for outside storage and warehouse, multi-family development is a potential possibility for development on the site. Therefore, the subject site will be required to be consistent with ROSE Policies 2.2.1 and 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.

### **St. Johns Bluff Corridor**

The St. Johns Bluff Road Corridor Land Use and Zoning Study was completed in 2003. The subject property is located in the area identified as the south corridor. At the time of the Study, the southern segment of the corridor was trending heavily toward more retail



and “flex-space” uses. The Study promotes business park development between Beach and Atlantic Boulevards with potential for limited industrial activity without external components such as light manufacturing and assembly of components. The primary and secondary uses allowed under BP are appropriate transitions between the corridor and the residential uses to the west of the corridor. Therefore, the amendment is consistent with the Corridor Study.

### **Greater Arlington/Beaches Vision Plan**

The subject property is located within the boundaries of the 2010 Greater Arlington/Beaches Vision Plan. This proposed development is consistent with the second guiding principle of the Vision Plan, to protect and promote community growth through land use, revitalization, and development patterns. The Plan promotes the idea of infill development on major corridors and nodes, and it urges that all non-residential development and redevelopment are compatible with the environment of the surrounding neighborhood. New developments must have land use patterns that are consistent with the intensity and density of the surrounding area, while respecting the hierarchy of traffic patterns.

### **Strategic Regional Policy Plan**

The proposed amendment is consistent with the following Policy of the Northeast Florida Regional Council (NEFRC) Strategic Regional Policy Plan (March, 2021), Regional Transportation Element Goal, Objective, and portions of Policy 4:

Goal                      Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose.

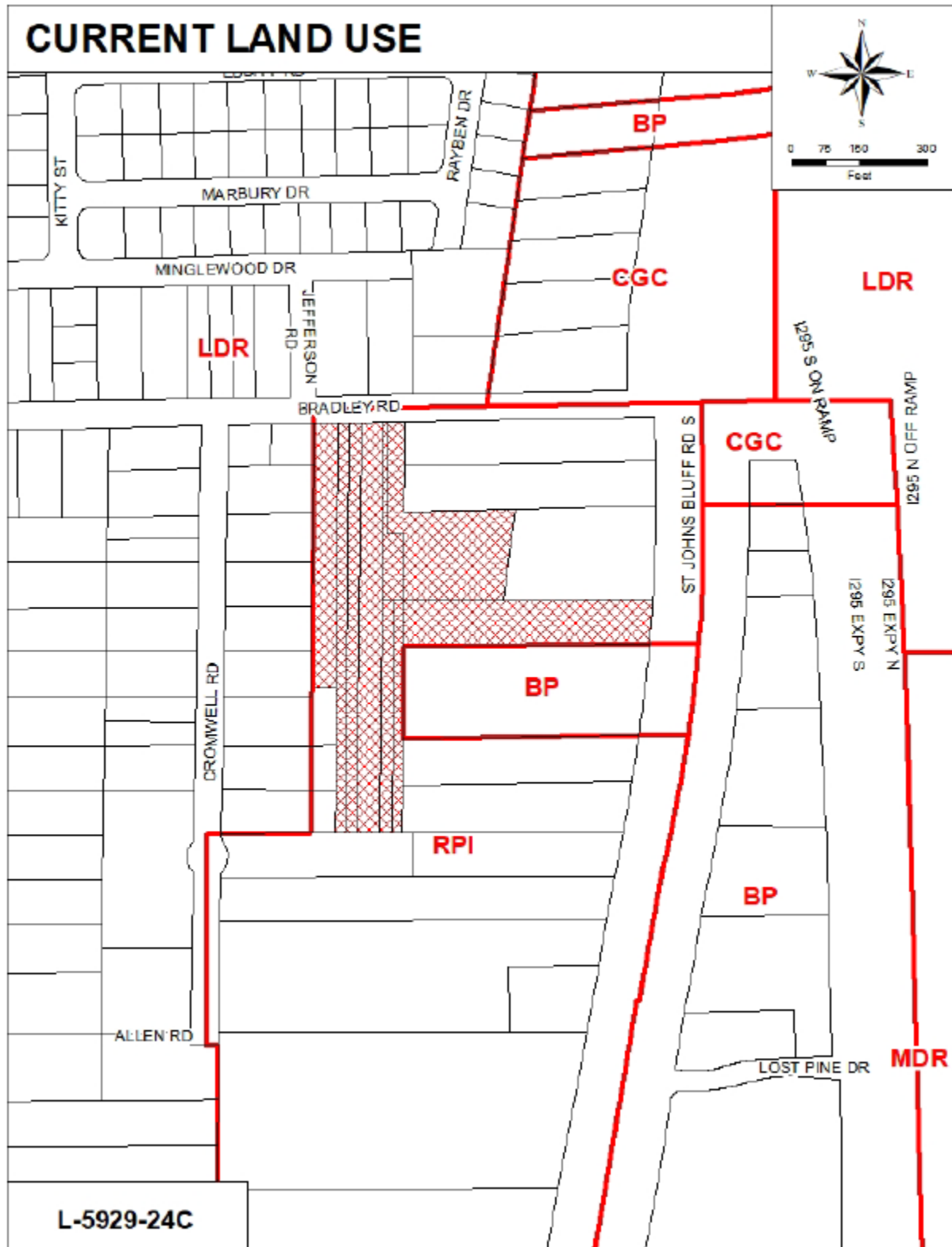
Objective              Integrated Planning: The link between land use, resources and mobility.

Policy 4                The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

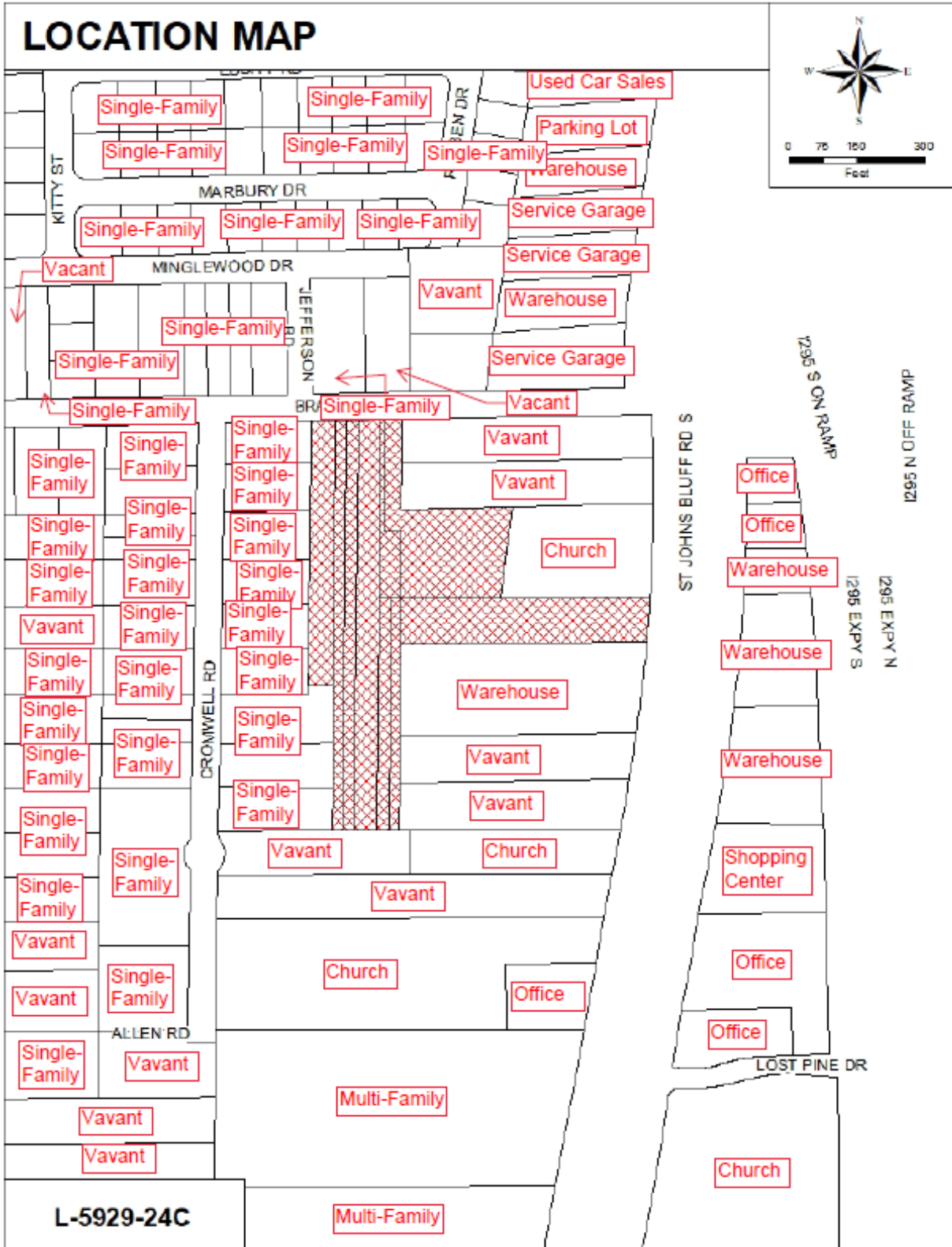
- Incentives for dense and/or mixed use development.
- Maintenance of a diversity of land use in the region.
- Infill and redevelopment.

The proposed land use amendment to BP promotes an environment that is conducive to the potential creation of a dense and/or mixed use development as well as providing infill and redevelopment for economic growth. Therefore, the proposed amendment is consistent with Transportation Element Goal, Objective and Policy 4 of the Strategic Regional Policy Plan.

## CURRENT LAND USE MAP



## LAND UTILIZATION MAP



Attachment A – School Impact Analysis

Application Review Request: COJ PDD: School Impact Analysis		Proposed Name: L-5902-24C		Requested By: Marcus Salley		Reviewed By: LeVonne Griggs		Due: 5/20/2024	
Analysis based on maximum dwelling units: 92									
School Type	CSA <sup>1</sup>	2023-24 Enrollment/CSA	Current Utilization (%)	New Student/ Development <sup>2</sup>	5-Year Utilization (%)	Available Seats - CSA <sup>3</sup>	Available Seats - Adjacent CSA 4&5		
Elementary	3	7,334	71%	11	75%	1,459	2,276		
Middle	3	2,062	73%	4	56%	669	1,376		
High	3	4,155	82%	6	85%	326	1,047		
		Total New Students		21					
NOTES:									
<sup>1</sup> Proposed Development's Concurrently Service Area (CSA)									
<sup>2</sup> Student Distribution Rate									
ES-125									
MS-.051									
HS-.074									
0.250									
The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.									
<sup>3</sup> Available CSA seats include current reservations									

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5902-24C Requested By: Marcus Salley Reviewed By: Levonne Griggs Due: 5/20/2024 Analysis based on maximum dwelling units: <u>92</u>						
SCHOOL <sup>1</sup>	CSA	STUDENTS GENERATED (Rounded) <sup>2</sup>	SCHOOL CAPACITY <sup>3</sup> (Permanent/Portables)	CURRENT ENROLLMENT 20-Day Count (2023/24)	% OCCUPIED	4 YEAR PROJECTION
Brookview ES #206	3	11	593	390	66%	68%
Kernan MS #279	3	4	1151	1089	95%	89%
Sandalwood HS#237	3	6	2851	2725	96%	91%
		21				

NOTES:

<sup>1</sup> Attendance school may not be in proposed development's Concurrency Service Area (CSA).

<sup>2</sup> Student Distribution Rate  
ES-.125  
MS-.051  
HS-.074  
0.250

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

<sup>3</sup> Does not include ESE & room exclusions